

NEW YORK LINES

Govern Storage and Handling of Freight in New York.

FOR A PRODUCE EXCHANGE

Is a Party to the Agreement and is the First Revision of an Agreement Made on September last and Effects a Strong Combination.

New York, March 28.—After a series of negotiations extending for more than a year the New York Trunk lines have reached an agreement to govern the storage and handling of grain at New York. The new conditions will become operative April 1. The roads signing the agreement are the New York Central system, Erie, Pennsylvania, Lackawanna, Lehigh Valley, Ontario and Western and the Baltimore & Ohio.

The new agreement defines the inspection, grading, consolidation, development of all grain arriving by rail. Besides the various railroads, the New York Produce exchange is a party to the agreement. This is the first revision of an agreement that was made on September 1, 1875. It provides that the railroad companies may put together in elevators, warehouses, boats or barges, provided by themselves for the purpose, grain of the same kind and grade without regard to its ownership after the same has been inspected and weighed in accordance with the agreement, but nothing therein shall be construed as depriving receivers of grain the right of preserving the identity of ex-lake grain if they so elect, nor as depriving shippers of the right of preserving the identity of all grain consigned to this market if they shall so elect; subject only to such uniform conditions as may be made by the railroad companies for that purpose.

All questions of difference between the New York produce exchange, or any member thereof and their companies or either of them, parts to the agreement, growing out of the inspection and delivery of all grain arriving at the port of New York are to be settled by a private arbitration committee, consisting of three persons.

BLOCKADE RUNNER.

German Ship Captain Does a Land Office Business.

San Francisco, March 27.—The second mate and three seamen of the German ship Cassius arrived here today from the Orient on the mail steamer Doric. The Cassius succeeded in running the Japanese blockade of the port of Vladivostok no less than six times, landing a cargo of coal there upon each occasion. Her captain, after making all the money he could out of the Russians, ran into Kobe where he succeeded in making a sale of the steamer to the Japanese.

The Doric also brought over the captain and chief engineer of the British steamer Sidonia, which they took out to Japan and there sold her to that government.

WILL INVADE ARCTIC.

Gasoline Schooner Fitted Out for Whale Fishing.

San Francisco, March 28.—Four large schooners using gasoline as well as sail for motive power, will invade the Arctic this season in quest of bowhead whales, the species producing bone. The vessels are the Monterey, Charles Hanson, Olga and Barbara Bernier. Taking advantage of the good fortune attending the cruise of the Monterey the past two seasons, when, with a huge standard gas engine, she was able to cruise extensively in the arctic and make good catches, the other schooners in the trade have outfitted with engines at considerable expense and will be early in the whaling grounds. The Charles Hanson is ready to sail and on Saturday the Monterey, Captain Frey, is to put to sea.

WILL HOLD POW-WOW.

Governor of Canada Accepts an Invitation.

Montreal, March 28.—An invitation has been received by Earl Grey, governor general of Canada, from the chiefs of various Indian tribes in British Columbia to attend a pow-wow. It is to be held at New Westminster during the Dominion fair in September.

They have assured him that 12,000 red men, loyal to King Edward, will be present to give him an enthusiastic greeting. His excellency has accepted the invitation.

JAPANESE ARMY.

Engineers Are Rapidly Repairing the Railroad.

The Japanese Left Armies in the Field, March 28, 11 a. m. (via Fusan).—

The Japanese army near Mukden is clearing the battlefield, sorting the enormous quantities of stores and materials captured and attending to the prisoners.

Engineers are rapidly repairing the railroad bridge across the Hun river which was badly damaged by the Russians. Trains are now running to the Hun river. They will reach Mukden in a few days. The weather is very warm and the ground is thawing rapidly, making the movement of guns and transport wagons difficult.

STRIKE BREAKERS.

Ordered to Move from New York to Pittsburgh.

New York, March 28.—Several hundred strike breakers, who came here to work on the Interborough lines, are reported to have received postal cards ordering them to be prepared to move to Pittsburgh at short notice should a strike become probable on the trolley lines there, where the employees are demanding increased pay. The Interborough officials say that only one half of the original strike breakers are now in their employ.

Electric Power Plant.

San Francisco, March 28.—A \$250,000 contract has just been signed by an eastern syndicate for the construction of an electric power transmission plant to be located in California, just across the line from Nevada, at a place called The Wells, where there is a plentiful supply of water, to furnish electric light and power to Tonopah and Goldfield.

RAILROAD RUMORS

Southern Pacific Making Arranging for Extensions.

ARE PRINCIPALLY IN NEVADA

Curves to Be Cut on All Lines and Distance Shortened Giving Quicker Time to All Points on the Road and to the Eastern Cities.

San Francisco, March 28.—The Southern Pacific Company is engaged on a number of important improvements of its roadbed, the most extensive of which is the revision of the line through the state of Nevada. Between the east and west boundaries of Nevada much of the road is being rebuilt. Excluding the Salt Lake cut-off there will be 219 miles of new road constructed, saving more than seven miles in distance and reducing the maximum grade generally from one to 0.4 percent. Between Montavbo and Burbank, Cal., a new line 55.4 miles in length is being built, saving 6.97 miles in distance over the old line between the same points. On this new line there are three tunnels located between Santa Susana and Chatsworth Park. The length of tunnel No. 1 is 7369, tunnel No. 2, 920.6 feet and of tunnel No. 3 538.3 feet.

On the coast division between Solida and Santa Margarita, Cal., there will be 28.567 miles of new road. Between Elwood and Santa Barbara there will be 10.98 miles of reconstruction, which will reduce the length of the road 0.83 miles, the curvature by 14.10 degrees and the grade rise by 13 feet vertical. Between Santa Barbara and Ventura construction has been recently completed which reduced the length of the road 0.42 miles, and reduced curvature 87.6 degrees. The grade was reduced 32 feet vertical.

Another important stretch of reconstruction is found between Strauss and Rogers, N. M. The saving in distance of the new line over the old one is about half a mile. But the maximum grade has been reduced from 52.3 to 31.60 feet per mile and the maximum curvature from 10 to 5 degrees.

Marine Notes.

The lighthouse tender Manzanita made an unsuccessful attempt to pick up the North Head cable yesterday.

The oil tank Whittier and the barge Santa Paula arrived down from Portland yesterday and will cross out this morning.

The steam schooner Aberdeen is due from San Francisco this morning to load lumber.

The steamer Columbia left out yesterday morning with freight and passengers for San Francisco.

Election of Officers.

Astoria lodge B. P. O. Elks held initiation and an election of officers last evening. The following officers were elected:

Exalted Ruler, Malcolm Barger; leading knight, W. E. Schimpff; loyal knight, John McCue; lecturing knight, N. D. Johnson; secretary, J. R. Clinton; treasurer, Charles Abercrombie; trustee, three years, G. C. Fulton. A banquet was served and a very enjoyable time was had.

CROTON RESERVOIR

Gates Thrown Open to Save the Croton Dam.

DUE TO GREAT SNOW FALL

The Village of Croton, One Mile Below the Dam, is Threatened With Destruction Should the Dam Break or the Reservoir Overflow.

New York, March 28.—No break has yet occurred in the \$5,000,000 dam forming the New Croton reservoir, which was menaced yesterday by a flood of water from the great Croton watershed. Workmen are reinforcing the structure at all points of danger and a patrol has been established to give immediate warning should a break threaten. The village of Croton, with a population of 1100, is one mile below.

When engineers in charge of the reservoir learned of the flood they hurried to the dam and threw open the gates, but the outflow to the Croton river and thence to the Hudson was insufficient to carry off the rapidly rising waters entering from an area of 365 square miles and steps were at once taken to avert a break.

It was expected that the dam would be completed late this summer. Experts had figured that it would take about two and a half years for the reservoir to fill, so, less than a month ago temporary gates were installed and closed, the reservoir was denuded of houses, trees and brush were burned over and the basin was allowed to begin filling.

The great snow fall of the past winter and recent rains brought about conditions on which the engineers had not reckoned. The reservoir began filling with amazing rapidity. The dam is nearly a quarter of a mile in length. With the unexpected flow it filled rapidly and reached the 100 foot mark before the danger was appreciated. The maximum which the dam was intended to hold when completed is 155 feet. The engineers believe that the danger will be to protect the women and children.

SPRING CLEANING.

Interesting Article on This Important Subject.

What is being done in Seattle and other cities on the coast can be accomplished in Astoria. The following from the Seattle Post Intelligencer will be of interest to Astoria interested in a better sanitary condition and beautifying the city:

The executive committee having in charge the matter of clearing up Seattle is doing practical work. The meeting on Saturday afternoon was noticeable for the soundness of the suggestions which were advanced and for the showing of work already accomplished.

The movement for a cleaner and handsomer city has taken good root among people in every walk, and evidences to that effect are seen all over the city. Already the streets and the courtyards of the city present a far better appearance than they ever did before at this season of the year, and the work has but just commenced. The street department, the fire department and the board of health are all co-operating in the movement.

Not the smallest of the good results already accomplished has been in arousing the interest of the school children. It many of the schools of the city the children have been actively engaged in cleaning up and beautifying the grounds, to their marked and general improvement.

Back to Life.

Victor, Col., March 28.—Unconscious, but clinging with a death like grip to a cable, Fred Bhand was hoisted 1850 feet at the Bluebird mine and revived after reaching the surface. With two companions he had been overcome by carbonic acid gas. Charles Jacobs was dead when taken out of the mine. His brother Edward was rescued alive.

STATEMENT OF ASTORIA SAVINGS BANK

At the close of business March 20, 1905.

RESOURCES.

Loans and discounts	\$522,635 67
County warrants	24,199 90
City warrants	38,527 41 585,862 98
Real estate	21,000 00
Due from banks	75,912 12
Cash on hand	42,895 88 118,807 89
Total	\$725,170 87

LIABILITIES.

Capital paid in	\$100,000 00
Surplus	35,000 00
Undivided profits	3,302 40
Dividends unpaid	165 00
Deposits—	
Subject to check	\$369,757 28
Time certificates	198,021 45
Demand certificates	18,924 74 586,703 47
Total	\$725,170 87

REPORT OF THE CONDITION OF THE First National Bank

At Astoria, in the State of Oregon, at the close of business, March 11th, 1905.

RESOURCES.

Loans and discounts	\$283,071 88
Overdrafts, secured and unsecured	5,555 14
U. S. bonds to secure circulation	12,500 00
Stocks, securities, etc.	73,380 00
Other real estate owned	6,000 00
Due from national banks (not reserve agents)	9,244 60
Due from state banks and bankers	98,794 73
Due from approved reserve agents	135,851 99
Checks and other cash items	18 90
Notes of other national banks	105 00
Nickels and cents	468 52
Lawful Money Reserve in Bank, viz:	
Specie	\$114,200 00 114,200 00
Redemption fund with U. S. treasurer (5 per cent of circulation)	626 00
Total	\$739,815 76

LIABILITIES.

Capital stock paid in	\$ 50,000 00
Surplus fund	50,900 00
Undivided profits, less expenses and taxes paid	25,764 78
National bank notes outstanding	12,500 00
Individual deposits subject to check	\$449,064 51
Demand certificates of deposit	158,366 47
Certified checks	100 00 601,550 98
Total	\$739,815 76

State of Oregon, County of Clatsop,

ss: I, S. S. Gordon, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

S. S. GORDON,

Cashier.

Subscribed and sworn to before me this 18th day of March, 1905.

J. H. MANSELL,

Notary Public.

(Seal) Correct—Attest:

G. C. FLAVEL,

W. F. MCGREGOR,

JACOB KAMM,

Directors.

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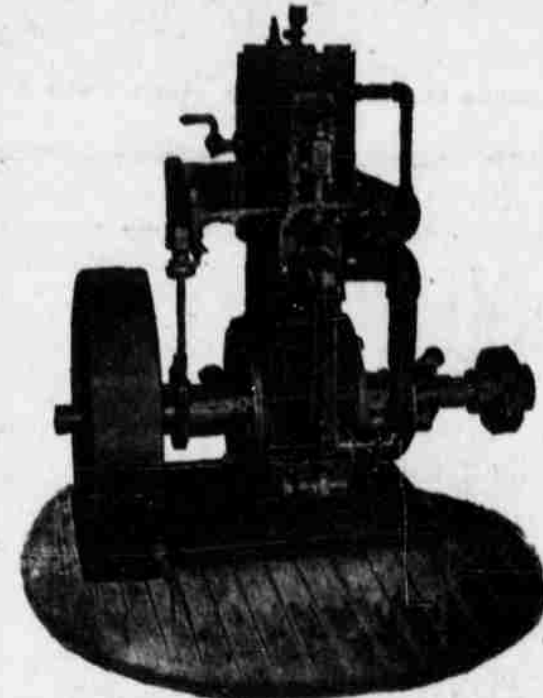
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